The Ohio Public Works Commission
65 East State Street, Suite 312, Columbus, Ohio 43215 Phone (614) 466-0830

OHIO PUBLIC WORKS FOR YOU

APPLICATION FOR FINANCIAL ASSISTANCE

Revised 7/93 CB05C

IMPORTANT: **Applicant should consult the "Instructions for Completion of Project Application" for assistance in the proper completion of this form.**

SUBDIVISION: City of Deer Park CODE# 061 - 21266

DISTRICT NUMBER: 2 COUNTY: Hamilton DATE 9 /16/ 98

CONTACT: David A.O'Leary PHONE # (513)794-8860

(THE PROJECT CONTACT PERSON SHOULD BE THE INDIVIDUAL WHO WILL BE AVAILABLE ON A DAY-TO-DAY BASIS DURING THE APPLICATION REVIEW AND SELECTION PROCESS AND WHO CAN BEST ANSWER OR COORDINATE THE RESPONSE TO QUESTIONS)

PROJECT NAME: Blue Ash Road Improvement

SUBDIVISION TYPE
(Check Only 1)
__1. County
X 2. City
__3. Township
__4. Village
__5. Water/Sanitary District (Section 6119 O.R.C.)

FUNDING TYPE REQUESTED
(Check All Requested & Enter Amount)
X 1. Grant $129,032.00
__2. Loan $_____
__3. Loan Assistance $_____
MBE SET-ASIDE OFFERED
Construction $_____
Procurement $_____

PROJECT TYPE
(Check Largest Component)
X 1. Road
__2. Bridge/Culvert
__3. Water Supply
__4. Wastewater
__5. Solid Waste
__6. Stormwater

TOTAL PROJECT COST: $ 348,722.00 **FUNDING REQUESTED:** $ 129,032.00

DISTRICT RECOMMENDATION

To be completed by the District Committee ONLY

GRANT: $ 129,032.00
LOAN: $_____

LOAN ASSISTANCE: $_____
%_____ TERM: _____ yrs. (Attach Loan Supplement)

(Check Only 1)
X State Capital Improvement Program
___Local Transportation Improvements Program
___Small Government Program

DISTRICT MBE SET-ASIDE
Construction $_____
Procurement $_____

FOR OPWC USE ONLY

PROJECT NUMBER: C_____/C_____
Local Participation _____%
OPWC Participation _____%
Project Release Date: ___/___/___
OPWC Approval: _____

APPROVED FUNDING: $_____
Loan Interest Rate: _____
Loan Term: _____ years
Maturity Date: _____
Date Approved: ___/___/___

1.0 PROJECT FINANCIAL INFORMATION

1.1 PROJECT ESTIMATED COSTS:
(Round to Nearest Dollar)

			MBE $	Force Account $
a.)	Project Engineering Costs:			
	1. Preliminary Engineering	$ n/a .00		
	2. Final Design	$ n/a .00		
	3. Other Engineer Services *	$ n/a .00		
	Supervision	$ n/a .00		
	Miscellaneous	$ n/a .00		
b.)	Acquisition Expenses:			
	1. Land	$ n/a .00		
	2. Right-of-Way	$ n/a .00		
c.)	Construction Costs:	$348,722 .00		
d.)	Equipment Purchased Directly:	$ n/a .00		
e.)	Other Direct Expenses:	$ n/a .00		
f.)	Contingencies:	$ n/a .00		
g.)	**TOTAL ESTIMATED COSTS:**	$348,722 .00		

1.2 PROJECT FINANCIAL RESOURCES:
(Round to Nearest Dollar and Percent)

				%
a.)	Local In-Kind Contributions	$ .00		
b.)	Local Public Revenues	$ 104,616 .00		30
c.)	Local Private Revenues	$ .00		
d.)	Other Public Revenues			
	1. ODOT PID# _____	$ .00		
	2. EPA/OWDA	$ .00		
	3. OTHER MRF (Approved $38,830 in 1995)	$ 115,074 .00		33
SUB TOTAL LOCAL RESOURCES:			$219,690 .00	63
e.)	OPWC Funds			
	1. Grant	$ 129,032 .00		37
	2. Loan	$ .00		
	3. Loan Assistance	$ .00		
SUB TOTAL OPWC RESOURCES:			$ 129,032 .00	
f.)	**TOTAL FINANCIAL RESOURCES:**		$ 348,722 .00	100%

*Other Engineer's Services must be outlined in detail on the required certified engineer's estimate.

1.3 AVAILABILITY OF LOCAL FUNDS:

Attach a summary from the Chief Financial Officer listed in section 5.2 listing all local share funds budgeted for the project and the date they are anticipated to be available.

2.0 PROJECT INFORMATION

IMPORTANT: If project is multi-jurisdictional, information must be consolidated in this section.

2.1 PROJECT NAME: Blue Ash Road Improvement

2.2 BRIEF PROJECT DESCRIPTION - (Sections a through d):

a: SPECIFIC LOCATION: Blue Ash Road - South Corporation line north to Matson Avenue, and North Corporation line south to E.Galbraith Road.

PROJECT ZIP CODE: 45236

b: PROJECT COMPONENTS:

The existing asphalt will be removed and deteriorated concrete joints repaired using full depth pavement removal and rigid replacement. Some partial depth pavement repairs will be made with asphalt concrete. Manholes and catch basins will be adjusted as needed, and those found in poor condition reconstructed. A 1 3/4" asphalt leveling course and a 1 1/4" asphalt surface course will be provided. Curb in need of repair will be replaced. New curb will be installed on the west side along parking areas for proper stormwater drainage. Pavement markings will be provided.

c: PHYSICAL DIMENSIONS / CHARACTERISTICS:

Blue Ash Road is a two (2) lane road with left turn lanes at E.Galbraith Road, Matson Avenue, and several intersecting side roads. Length of the proposed project is 3130 feet with a width of 31 feet. Present pavement structure is concrete base with 2" asphalt concrete. Portions of the road are curbed with some perpendicular parking provided along the west side, and some parallel parking along the east side.

d: DESIGN SERVICE CAPACITY:

IMPORTANT: Detail shall be included regarding current service capacity vs proposed service level. If road or bridge project, include ADT. If water or wastewater project, include both current residential rates based on monthly usage of 7,756 gallon per household.
Attach current rate ordinance.

Present traffic is in excess of 10,077 vehicles per day, which was determined from a 1995 count. Blue Ash Road is operating at service level "C", and will not change when this project is implemented.

This is an arterial road which connects USR 22 with Ronald Reagan Cross County Highway, and safe and rideability will improve with these planned improvements.

2.3 USEFUL LIFE / COST ESTIMATE: **Project Useful Life:** 15 **Years.**

NOTE: Cost Est., Sign., and P.E. Statement follow this sheet.

Attach Registered Professional Engineer's statement, with original seal and signature certifying the project's useful life indicated above and estimated cost.

3.0 REPAIR/REPLACEMENT or NEW/EXPANSION:

TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT	$348,722	100%
State Funds Requested for Repair and Replacement	$129,032	37%
TOTAL PORTION OF PROJECT NEW/EXPANSION	$ -0-	%
State Funds Requested for New and Expansion	$ -0-	%

4.0 PROJECT SCHEDULE:*

		BEGIN DATE	END DATE
4.1	**Engineering/Design:** COMPLETED	/ /	/ /
4.2	**Bid Advertisement:**	3/10/99	4/10/99
4.3	**Construction:**	4/20/99	6/10/99

TOO EARLY!

* Failure to meet project schedule may result in termination of agreement for approved projects. Modification of dates must be approved in writing by the Commission once the Project Agreement has been executed. Dates should assume project agreement approval/release on July 1st. of the Program Year applied for.

5.0 APPLICANT INFORMATION:

5.1	CHIEF EXECUTIVE OFFICER	Francis R.Healy
	TITLE	Mayor
	STREET	4250 Matson Avenue
	CITY/ZIP	Deer Park 45236
	PHONE	(513) 794-8860
	FAX	(513) 794-8875
5.2	CHIEF FINANCIAL OFFICER	John C.Applegate
	TITLE	Auditor
	STREET	4250 Matson Avenue
	CITY/ZIP	Deer Park 45236
	PHONE	(513) 794-8860
	FAX	(513) 794-8875
5.3	PROJECT MANAGER	David A.O'Leary
	TITLE	Safety-Service Director
	STREET	4250 Matson Avenue
	CITY/ZIP	Deer Park 45236
	PHONE	(513) 794-8860
	FAX	(513) 794-8875

6.0 ATTACHMENTS/COMPLETENESS REVIEW:

Check each section below, confirming that all required information is included in this application.

__Y__ A certified copy of the legislation by the governing body of the applicant authorizing a designated official to submit this application and execute contracts. **(Attach)**

__Y__ A summary from the applicant's Chief Financial Officer listing all local share funds budgeted for the project and the date they are anticipated to be available. **(Attach)**

__X__ A registered professional engineer's estimate of projects useful life and cost estimate, as required in 164-1-14 and 164-1-16 of the Ohio Administrative Code. Estimates shall contain engineer's original seal and signature. **(Attach)**

___ A copy of the cooperation agreement(s) if this project involves more than one subdivision or district.**(Attach)**

__X__ Capital Improvements Report: (Required by 164 O.R.C. on standard form)

__Y__ A: Attached.

___ B: Report/Update Filed with the Commission within the last twelve months.

___ Floodplain Management Permit: Required if project is in 100 year floodplain. See Instructions.

__X__ Supporting Documentation: Materials such as additional project description, photographs, economic impact (temporary and/or full time jobs likely to be created as a result of the project), and other information to assist your district committee in ranking your project.

7.0 APPLICANT CERTIFICATION:

The undersigned certifies that: (1) he/she is legally authorized to request and accept financial assistance from the Ohio Public Works Commission; (2) that to the best of his/her knowledge and belief, all representations that are part of this application are true and correct; (3) that all official documents and commitments of the applicant that are part of this application have been duly authorized by the governing body of the applicant; and, (4) should the requested financial assistance be provided, that in the execution of this project, the applicant will comply with all assurances required by Ohio Law, including those involving minority business utilization, Buy Ohio, and prevailing wages.

IMPORTANT: **Applicant certifies that physical construction on the project as defined in the application has NOT begun, and will not begin until a Project Agreement on this project has been executed with the Ohio Public Works Commission. Action to the contrary will result in termination of the agreement and withdrawal of Ohio Public Works Commission funding of the project.**

Francis R.Healy, Mayor

Certifying Representative (Type or Print Name and Title)

Francis R. Healy 9/16/98

Signature/Date Signed

CDS Associates, Inc.

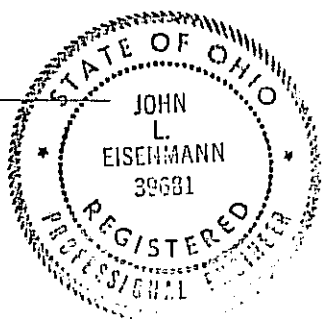
BLUE ASH ROAD IMPROVEMENTS
SOUTH CORPORATION LINE TO MATSON AVENUE &
PROJECT: GALBRAITH ROAD TO NORTH CORPORATION LINE — DATE: 8/3/98
CITY OF DEER PARK, OHIO — Project : 98020-02

Item No.	Spec No	ITEM	Estimated Quantity	Unit of Measure	Unit Cost Total	Item Cost
1	251	PARTIAL DEPTH PAVEMENT REPAIR	100	SY	$30.00	$3,000.00
2	253	ASPHALT PAVEMENT REPAIR, FULL DEPTH	750	SY	$35.00	$26,250.00
3	254	PAVEMENT PLANING	12,276	SY	$2.00	$24,552.00
4	255	FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT	900	SY	$60.00	$54,000.00
5	403	ASPHALT CONCRETE	450	CY	$65.00	$29,250.00
6	404	ASPHALT CONCRETE	650	CY	$65.00	$42,250.00
7	407	TACK COAT (O.10 GAL./S.Y.)	1,228	GAL.	$1.00	$1,228.00
8	604	MANHOLE ADJUSTED TO GRADE	16	EA	$250.00	$4,000.00
9	604	CB-6 CATCH BASIN	9	EA	$1,500.00	$13,500.00
10	604	CATCH BASIN RECONSTRUCTED TO GRADE	8	EA	$1,000.00	$8,000.00
11	609	CONCRETE CURB, REMOVE AND REPLACE	850	LF	$20.00	$17,000.00
12	609	NEW TYPE 6 CONCRETE CURB	2,600	LF	$18.00	$46,800.00
13	614	MAINTAINING TRAFFIC	1	LS	$10,000.00	$10,000.00
14	641	PAVEMENT MARKING	1	LS	$6,500.00	$6,500.00
15	SPL	STRESS ABSORBING MEMBRANE INTERLAYER, (SAMI)	12,276	SY	$2.50	$30,690.00
		SUB-TOTAL				**$317,020.00**
		CONTINGENCIES AT 10% ±				**$31,702.00**
		TOTAL ESTIMATED CONSTRUCTION COST				**$348,722.00**

USEFUL LIFE: Upon satisfactory completion of the work, the useful life of the Blue Ash Road Improvements will be 20 years for concrete curb and repairs and improvements to drainage items, and 15 years for the asphalt concrete course.

The opinion of construction cost is subject to adjustment upon completion of detailed construction plans, and current construction costs. Actual cost is subject to adjustment due to construction schedules and bids by qualified contractors.

John L. Eisenmann, P.E., P.S.
Ohio Registration #39681



Office Of The Auditor 513-791-8864

City of Deer Park

BEECH AND MATSON AVENUES
HAMILTON COUNTY, DEER PARK, OHIO 45236

September 9, 1998

The Ohio Public Works Commission
77 South High Street Room 1629
Columbus, Ohio 43266-0303

RE: Application for Financial Assistance
Reference 1.3 OPWC Application

To Whom It May Concern:

THe City of Deer Park has received $38,830.00 from the 1995 Municipal Road Funds for the Blue Ash Road Improvement.

The additional $104,616.00 shown in the application under local public revenues is available in our general fund. These monies are generated primarily by our local income and general property taxes, and are currently available in our investment account with the State Treasury Asset Reserve of Ohio.

Sincerely,

John C. Applegate
Auditor
City of Deer Park

jll-k

CITY OF DEER PARK, OHIO
RESOLUTION 96 - 43

RESOLUTION APPOINTING CITY OF DEER PARK MAYOR AS CHIEF EXECUTIVE OFFICER AND AUTHORIZING THE EXECUTION OF DOCUMENTS AND AGREEMENTS WITH THE STATE OF OHIO PUBLIC WORKS COMMISSION, AND DECLARING EMERGENCY

BE IT RESOLVED by the Council of the City of Deer Park, Hamilton County, Ohio, two-thirds majority of all members elected thereto concurring, that:

Section I. The Mayor of the City of Deer Park, Ohio shall be its Chief Executive Officer for the purpose of entering into agreements with the State of Ohio Public Works Commission.

Section II. The Mayor of the City of Deer Park, Ohio is hereby authorized to execute all necessary documents, forms, and instruments and to enter into agreements with the State of Ohio Public Works Commission for the securing and expenditure of State of Ohio Infrastructure Funds. This authorization is effective immediately and shall expire on December 31, 1999.

Section III. This resolution is hereby declared to be an emergency measure necessary for the immediate preservation of the public peace, health, safety and welfare of the citizens of the City of Deer Park, Ohio; the reason for the emergency being to allow for the immediate application of State of Ohio Infrastructure Funds. Therefore, this resolution shall take effect and be in force immediately upon its passage.

Passed this 9th day of September 1996.

David A. Collins
President of Council

ATTEST:

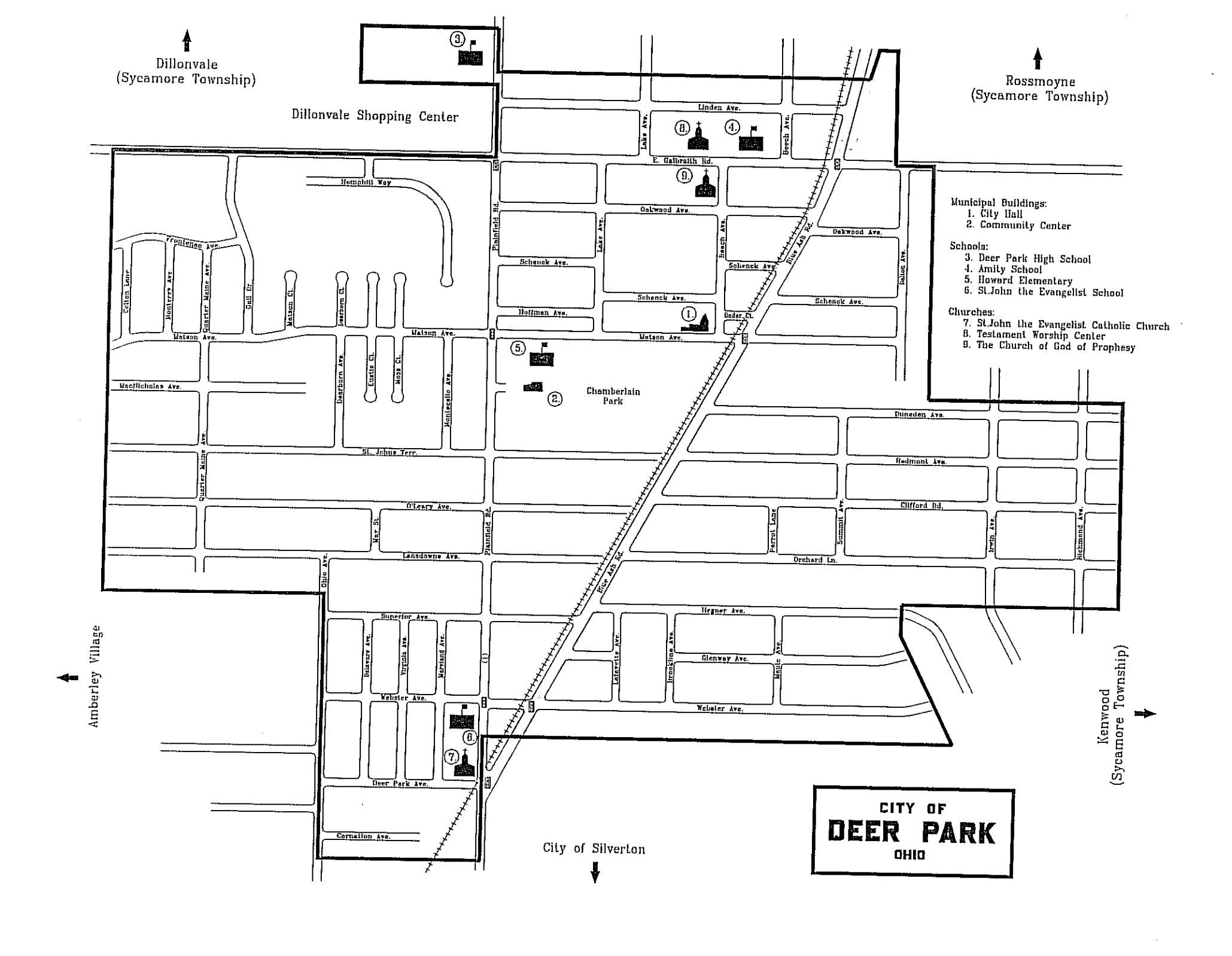
Tamara I. Dozier
Clerk of Council

Approved this 9th day of September 1996.

Francis R. Healy
Mayor

Approved as to form:

John C. Murdock
Legal Counsel


Dillonvale
(Sycamore Township)
Dillonvale Shopping Center
Rossmoyne
(Sycamore Township)
Municipal Buildings:
1. City Hall
2. Community Center
Schools:
3. Deer Park High School
4. Amity School
5. Howard Elementary
6. St.John the Evangelist School
Churches:
7. St.John the Evangelist Catholic Church
8. Testament Worship Center
9. The Church of God of Prophesy
Chamberlain Park
Amberley Village
Kenwood
(Sycamore Township)
City of Silverton
CITY OF
DEER PARK
OHIO
Linden Ave.
E. Galbraith Rd.
Oakwood Ave.
Schenck Ave.
Hoffman Ave.
Matson Ave.
Hemphill Way
Frontenac Ave.
Cotton Lane
Montrey Ave.
Quarter Maine Ave.
Gail Dr.
Matson Ct.
Dearborn Ct.
Dearborn Ave.
Curtis Ct.
Moss Ct.
Monticello Ave.
MacNicholas Ave.
St. Johns Terr.
O'Leary Ave.
Lansdowne Ave.
Superior Ave.
Webster Ave.
Deer Park Ave.
Carnation Ave.
Plainfield Rd.
Lake Ave.
Beech Ave.
Baker Ct.
Dalton Ave.
Blue Ash Rd.
Dunedin Ave.
Redmont Ave.
Clifford Rd.
Orchard Ln.
Parrot Lane
Summit Ave.
Irwin Ave.
Richmond Ave.
Hegner Ave.
Glenway Ave.
Webster Ave.
Maple Ave.
Ironsides Ave.
Lafayette Ave.
Ohio Ave.
Delaware Ave.
Virginia Ave.
Maryland Ave.
Mar St.

County of Hamilton

WILLIAM W. BRAYSHAW, P.E.-P.S. COUNTY ENGINEER

700 COUNTY ADMINISTRATION BUILDING

138 EAST COURT STREET

CINCINNATI, OHIO 45202-1232

PHONE (513) 946-4250 FAX (513) 946-4288

CERTIFICATION OF TRAFFIC COUNT

As required by the District 2 Integrating Committee, I hereby certify that the traffic counts herein attached to the **Blue Ash Road Improvement project application** are a true and accurate count done by the Hamilton County Engineer's Office, Traffic Division.

William W. Brayshaw

WILLIAM W. BRAYSHAW, P.E.- P.S.
HAMILTON COUNTY ENGINEER

William W. Brayshaw, P.E.-P.S.
Hamilton County Engineer

Traffic Department

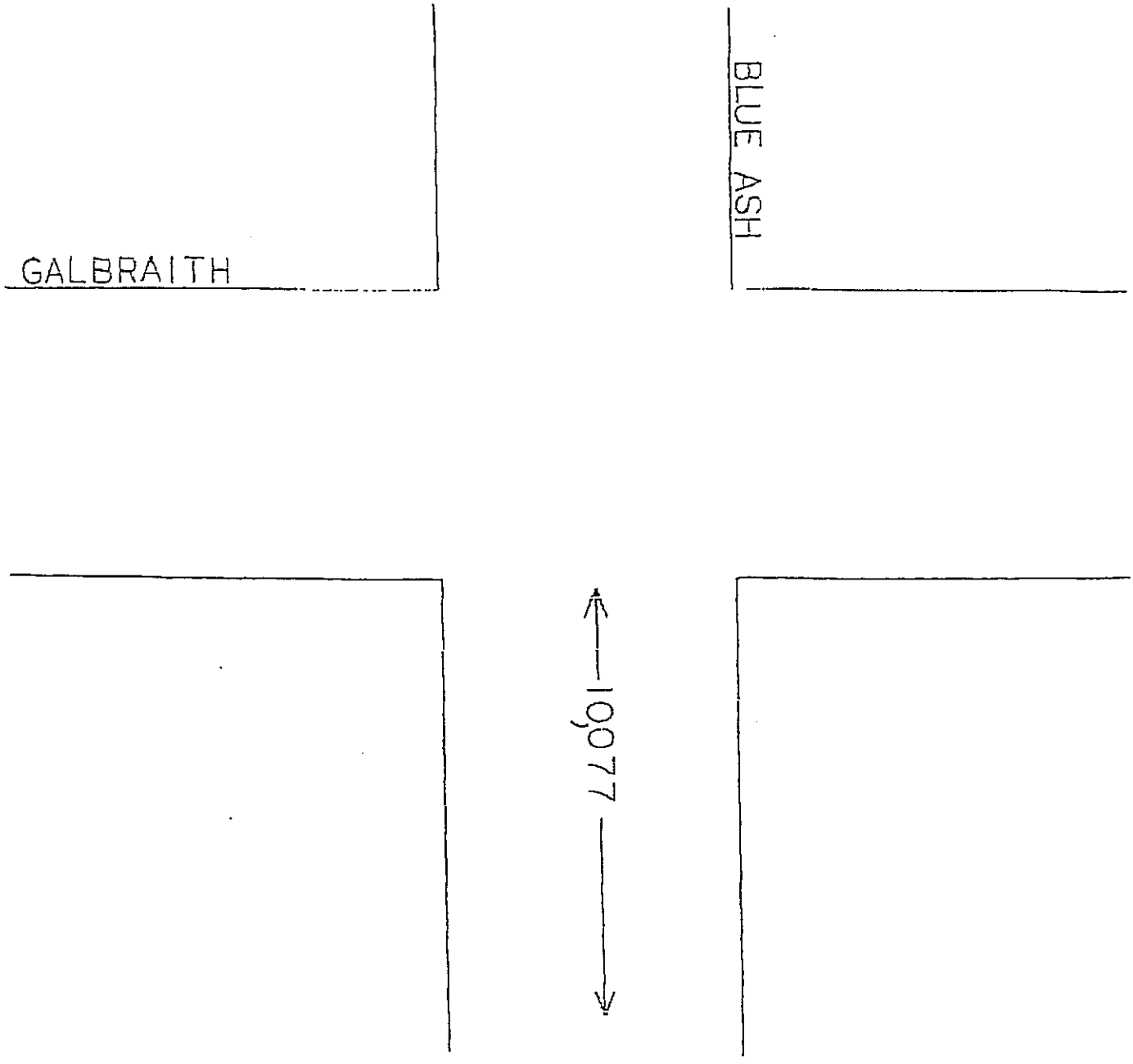
Blue Ash Road - South of Galbraith

City of Deer Park

August 29 - 30, 1995 (Tuesday and Wednesday)

Mostly Sunny & Hot 90"

By: R. Dexter



Location ..... Blue Ash South of Calbraith (Deer Park)
Location Code 9501
County ..... Hamilton
Recorder Set 08/28/95 14:05
Recording Start ... 08/29/95 00:00
Recording End 08/30/95 00:00
Sample Time ..... 15 Minutes
Operator Number ... 2
Machine Number 26
Channel 1
Divide By 2
Summation ..... No
Two-Way ..... No

Tuesday 08/29/95 Channel: 1

0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	2400	Totals
66	51	33	23	20	68	221	518	532	489	499	611	714	663	613	796	910	920	697	586	487	320	228	122	10077
20	16	6	5	5	9	28	85	167	109	123	152	163	166	129	155	180	207	199	160	139	91	71	41	
17	13	5	6	6	13	53	121	141	131	117	130	202	155	140	204	207	257	184	172	116	84	70	36	
20	13	16	5	7	21	61	158	105	129	117	167	172	171	193	213	229	242	142	137	125	76	53	29	
9	9	6	7	2	23	79	154	119	120	137	162	177	171	151	224	154	264	162	117	107	69	34	21	

AM Peak Hour ..... 07:30 to 08:30 (620 vehicles)
AM Peak Hour Factor 92.8%
PM Peak Hour ..... 17:00 to 18:00 (920 vehicles)
PM Peak Hour Factor 86.1%

END

ADDITIONAL SUPPORT INFORMATION

For Program Year 1999 (July 1, 1999 through June 30, 2000), jurisdictions shall provide the following support information to help determine which projects will be funded. Information on this form must be accurate, and where called for, based on sound engineering principles. Documentation to substantiate the individual items may be required by the Support Staff if information does not appear to be accurate.

1) What is the condition of the existing infrastructure to be replaced, repaired, or expanded? For bridges, submit a copy of the current State form BR-86.

Closed _____ Poor X

Fair _____ Good _____

Give a brief statement of the nature of the deficiency of the present facility such as: inadequate load capacity (bridge); surface type and width; number of lanes; structural condition; substandard design elements such as berm width, grades, curves, sight distances, drainage structures, or inadequate service capacity. If known, give the approximate age of the infrastructure to be replaced, repaired, or expanded.

Blue Ash Rd was last resurfaced in 1980. It is a two lane road except at the intersections. Joints in the concrete base are badly deteriorated. Reflective cracking throughout shows need for partial & full depth repair. Wheel lanes are rutted, causing standing water after rainfalls, resulting in poor and unsafe rideability, pavement oxidation, and curb deterioration.

2) If State Capital Improvement Program funds are awarded, how soon (in weeks or months) after receiving the Project Agreement from OPWC (tentatively set for July 1, 1999) would the project be under contract? The Support Staff will be reviewing status reports of previous projects to help judge the accuracy of a particular jurisdiction's anticipated project schedule.

6 (weeks)/months (Circle one)

Are preliminary plans or engineering completed? (Yes) No

Are detailed construction plans completed? (Yes) No

Are all right-of-way and easements acquired?* Yes No (N/A)

*Please answer the following if applicable:

No. of parcels needed for project: _____ Of these, how many are Takes _____, Temporary _____, Permanent _____

On a separate sheet, explain the status of the ROW acquisition process of this project for any parcels not yet acquired.

Are all utility coordination's completed? (Yes) No N/A

Give an estimate of time, in weeks or months, to complete any item above not yet completed. n/a weeks/months

3) How will the proposed project impact the general health, safety and welfare of the service area? (Typical examples may include the effects of the completed project on accident rates, emergency response time, fire protection, health hazards, user benefits, commerce, and highway capacity.) Please be specific and provide documentation if necessary to substantiate the data.

New curb and curb repair will provide better storm water control. Planing and resurfacing will eliminate rutting in the wheel lanes. Presently, the rutted condition causes vehicles to hydroplane, creating a safety hazard. Also, in the winter time, these areas constantly re-freeze, causing loss of maneuverability. (See photographs.)

4) What types of funds are to be utilized for the local share for this project?

Federal _____ ODOT _____ Local X 30%

MRF X 33% OWDA _____ CDBG _____

Other _____

Note: If MRF funds are being used for the local share, the MRF application must have been filed by August 7, 1998 for this project with the Hamilton County Engineer's Office.

The minimum amount of matching funds for grant projects (local share) must be at least 10% of the TOTAL CONSTRUCTION COST. What percentage of matching funds is being committed to this project?

30 %

5) Has any formal action by a federal, state, or local government agency resulted in a complete or partial ban of the use or expansion of use for the involved infrastructure? (Typical examples include weight limits, truck restrictions, and moratoriums or limitations on issuance of building permits.) A copy of the approved legislation must be submitted with the application. THE BAN MUST HAVE AN ENGINEERING JUSTIFICATION TO BE VALID.

Complete Ban _____ Partial Ban _____ No Ban X

Will the ban be removed after the project is completed?

Yes _____ No _____

6) What is the total number of existing users that will benefit as a result of the proposed project?

ADT = 10,077 X 1.20 = 12,092 users/day

For roads and bridges, multiply current documented Average Daily Traffic by 1.20. For public transit, submit documentation substantiating the count. Where the facility currently has any restrictions or is partially closed, use documented traffic counts prior to the restriction. For storm sewers, sanitary sewers, water lines, and other related facilities, multiply the number of households in the service area by 4.

7) Has the jurisdiction developed a Five-Year Capital Improvement Plan as required in O.R.C., chapter 164?

Yes X No _____

8) Give a brief statement concerning the regional significance of the infrastructure to be replaced, repaired, or expanded.

Blue Ash Road services the residents of the Cities of Deer Park, Blue Ash, Silverton, and Sycamore Township. This is an arterial road which connects USR 22 and Ronald Reagan Cross County Highway, and crosses E.Galbraith Road, a major east-west road in Hamilton County. Blue Ash Road is not only used for access to businesses and residences in Deer Park, but also to surrounding communities. Safety is the number one concern when considering a roadway improvement. This project will provide better drainage and improve skid resistance and maneuverability during inclement weather. The new surface will improve rideability.

9) For roadway betterment projects, provide the existing and proposed Level of Service (LOS) of the facility using the methodology outlined within AASHTO'S "Geometric Design of Highways and Streets" and the 1985 Highway Capacity Manual.

Existing LOS _____ Proposed LOS _____

If the proposed LOS is not "C" or better, explain why LOS "C" cannot be achieved. (Attach separate sheets if necessary.)

SCIP/LTIP PROGRAM
ROUND 13 - PROGRAM YEAR 1999
PROJECT SELECTION CRITERIA
JULY 1, 1999 TO JUNE 30, 2000

JURISDICTION/AGENCY: DEER PARK

NAME OF PROJECT: BLUE ASH ROAD

PRELIMINARY SCORE FOR THIS PROJECT: 60

FINAL SCORE FOR THIS PROJECT: _____

RATING TEAM: 2

POINTS

1) If *SCIP/LTIP* funds are granted, when would the construction contract be awarded? (See Addendum for definition of delinquency) | 5

5 Points - Will be under contract by end of 1999 and no delinquent projects in Rounds 10 & 11.

3 Points - Will be under contract by March 30, 2000 and/or Jurisdiction has had one delinquent project in Rounds 10 & 11.

0 Points - Will not be under contract by March 30, 2000 and/or Jurisdiction has had more than one delinquent project in Rounds 10 & 11.

2) What is the physical condition of the existing infrastructure to be replaced or repaired? (See Addendum for definitions) | 20

25 Points - Failed
23 Points - Critical
20 Points - Very Poor
17 Points - Poor
15 Points - Moderately Poor
10 Points - Moderately Fair
5 Points - Fair Condition
0 Points - Good or Better

EXTENSIVE JOINT DETERIORATION

NOTE: If the infrastructure is in "good" or better condition, it will *NOT* be considered for *SCIP/LTIP* funding unless it is an expansion Project that will improve serviceability.

3) If the project is built, what will be its effect on the facility's serviceability? Documentation is required.

1

5 Points - Project design is for future demand.
4 Points - Project design is for partial future demand.
3 Points - Project design is for current demand.
2 Points - Project design is for minimal increase in capacity.
1 Point - Project design is for no increase in capacity.

4) How important is the project to *HEALTH, SAFETY, AND WELFARE* of the Public and the citizens of the District and/or service area? (See Addendum for definitions)

6

10 Points - Highly significant importance, with substantial impact on all 3 factors.

8 Points - Considerably significant importance, with substantial impact on 2 factors, or noticeable impact on all 3 factors.

6 Points - Moderate importance, with substantial impact on 1 factor or noticeable impact on 2 factors.

4 Points - Minimal importance, with noticeable impact on 1 factor

2 Points - No measurable impact

SUBSTANTIAL ON SAFETY - HYDROPLANING & LOSS OF CTRL & STRUCTURE

5) What is the overall economic health of the jurisdiction?

8

10 Points
8 Points
6 Points
4 Points
2 Points

6) What matching funds are being committed to the project, expressed as a percentage of the *TOTAL CONSTRUCTION COST?* Loan and Credit Enhancement projects automatically receive 5 points, and no match is required; however, up to 5 additional points will be awarded according to the Loan & Credit Enhancement scale as stated below. All grant-funded projects require a minimum of 10% matching funds. Points will be awarded according to the following schedule:

Projects *below* $1,000,000	Projects $1M *to* $2M	Projects *above* $2M
10 Pts - 50% or more	10 Pts - 60% or more	10 Pts - 70% or more
8 Pts - 40% to 49.99%	8 Pts - 50% to 59.99%	8 Pts - 60% to 69.99%
6 Pts - 30% to 39.99%	6 Pts - 40% to 49.99%	6 Pts - 50% to 59.99%
4 Pts - 20% to 29.99%	4 Pts - 30% to 39.99%	4 Pts - 40% to 49.99%
2 Pts - 10% to 19.99%	2 Pts - 20% to 29.99%	2 Pts - 30% to 39.99%
	0 Pts - 10% to 19.99%	0 Pts - 10% to 29.99%

Loans & Credit Enhancements

5 Pts - 50% or more
4 Pts - 40% to 49.99%
3 Pts - 30% to 39.99%
2 Pts - 20% to 29.99%
1 Pt - 10% to 19.99%

10

7) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure? *POINTS MAY ONLY BE AWARDED IF THE END RESULT OF THE PROJECT WILL CAUSE THE BAN TO BE LIFTED.*

5 Points - Complete ban
3 Points - Partial ban
0 Points - No ban of any kind

0

8) What is the total number of existing daily users that will benefit as a result of the proposed project? Appropriate criteria include current traffic counts, households served, when converted to a measurement of persons. Public transit users are permitted to be counted for the roads and bridges, but only when certifiable ridership figures are provided.

5 Points - 16,000 or more
4 Points - 12,000 to 15,999
3 Points - 8,000 to 11,999
2 Points - 4,000 to 7,999
1 Point - 3,999 and under

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12092 (CERT)

9) Does the infrastructure have regional impact? Consider originations and destinations of traffic, functional classifications, size of service area, number of jurisdictions served, etc. (See Addendum for definitions)

5 Points - Major impact
4 Points -
3 Points - Moderate impact
2 Points -
1 Point - Minimal or no impact

3

10) Has the jurisdiction enacted the optional $5 license plate fee, an infrastructure levy, a user fee, or a dedicated tax for infrastructure and provided certification of which fees have been enacted?

5 Points - Two of the above
3 Points - One of the above
0 Points - None of the above

3

ADDENDUM TO THE RATING SYSTEM DEFINITIONS/CLARIFICATIONS

Criterion 1 - *ABILITY TO PROCEED*

The Support Staff will assign points based on engineering experience and OPWC defined delinquent projects. A project will be considered delinquent when any of the following occurs: 1) A letter is sent from the OPWC to the affected jurisdiction stating that the project has not moved in accordance with the time frame listed on the application (copies are sent to the District); or 2) no time extension has been granted by the OPWC; or 3) A jurisdiction receiving approval for a project subsequently terminates the same after the bid date on the application. The OPWC sends a letter to a jurisdiction which announces that its' project is going to be terminated when the project is sixty (60) days beyond the bid date shown on the original application and a time extension for the project has not previously been requested or has been denied.

Criterion 2 - *CONDITION*

Condition is based on the amount of deterioration that is *field verified* or documented exclusive of capacity, serviceability, or health, safety and welfare issues. Condition is rated only on the existing facility being repaired or abandoned. If the existing facility is not being abandoned or repaired, but a new facility is being built, it shall be considered as an expansion project. (Documentation may include ODOT BR-86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included with the original application.)

Definitions:

FAILED CONDITION - Requires complete reconstruction where no part of the existing facility is salvageable. (E.g. Roads: complete reconstruction of roadway, curbs and base; Bridges: no part of the bridge can be salvaged; Underground: removal and replacement of an underground drainage or water system; Hydrants: completely non-functioning and replacement parts are unavailable.)

CRITICAL CONDITION - Requires moderate or partial reconstruction to maintain integrity. (E.g. Roads: reconstruction of roadway, curbs can be saved; Bridges: only the substructure can be salvaged with modifications; Underground: removal and replacement of part of an underground drainage or water system; Hydrants: some non-functioning, others obsolete and replacement parts are unavailable.)

VERY POOR CONDITION - Requires extensive rehabilitation to maintain integrity. (E.g. Roads: extensive full depth, partial depth and curb repair of a roadway with a structural overlay; Bridges: substructure and superstructure can be salvaged with extensive repairs; Underground: repair of joints and/or minor replacement of pipe sections; Hydrants: non-functioning and replacement parts are available.)

POOR CONDITION - Requires standard rehabilitation to maintain integrity. (E.g. Roads: moderate full depth, partial depth and curb repair to a roadway with no structural overlay needed or structural overlay with minor repairs to a roadway needed; Bridges: deck cannot be salvaged, substructure and superstructure need repair; Underground: insituform or other in ground repairs; Hydrants: functional, but leaking and replacement parts are unavailable.)

MODERATELY POOR CONDITION - Requires minor rehabilitation to maintain integrity. (E.g. Roads: minor full depth, partial depth or curb repairs to a roadway with either a thin overlay or no overlay needed; Bridges: deck can be salvaged with repairs and overlay; Hydrants: functional and replacement parts are available.)

MODERATELY FAIR CONDITION - Requires extensive maintenance to maintain integrity. (E.g. Roads: thin or no overlay with extensive crack sealing, minor partial depth and/or slurry or rejuvenation; Bridges: deck rehabilitation required, overlay not required.)

FAIR CONDITION - Requires routine maintenance to maintain integrity. (e.g. Roads: slurry seal, rejuvenation or routine crack sealing to the roadway; Bridges: minor rehabilitation required.)

GOOD OR BETTER CONDITION - Little or no maintenance required to maintain integrity; Bridges: no work required.

Criterion 4 - *HEALTH, SAFETY & WELFARE*

Definitions:

SAFETY - The design of the project will prevent accidents, promote safer conditions, and eliminate or reduce the danger of risk, liability, or injury.

EXAMPLES: Widening existing roadway lanes to standard lane widths; Adding lanes to a roadway or bridge to increase capacity or alleviate congestion; replacing old or non-functioning hydrants; increasing capacity to a water system, etc.

HEALTH - The design of the project will improve the overall condition of the facility so as to reduce or eliminate disease; or correct concerns regarding the environmental health of the area.

EXAMPLES: Improving or adding storm drainage or sanitary facilities; replacing lead joints in water lines;

WELFARE - The design of the project will promote economic well-being and prosperity.

EXAMPLES: Project has the potential to improve business expansions or opportunities in the area; project will improve the quality of life in the area;

PLEASE NOTE: The examples listed above are NOT a complete list, but only a small sampling of situations that may be relevant to any given project. Each project is looked at on an individual basis to determine if any aspects of this rating category apply, and if so, to what severity level (minor or significant). The severity and extent of the problem, as it relates to Health, Safety and Welfare, MUST be fully detailed by the applicant and apparent to the rating team. The Support Staff will not attempt to determine these issues on its own. Without such detail the jurisdiction should expect a lower rating than the project may deserve.

Criterion 9 - *REGIONAL IMPACT*

Definitions:

MAJOR IMPACT - Roads: major multi-jurisdictional route, primary feed to an interstate, Federal Aid Primary routes; Underground: primary water or sewer main serving and entire system; Hydrants: multi-jurisdictional.

MODERATE IMPACT - Roads: principal thoroughfares, Federal Aid Urban routes; Underground: primary water or sewer main serving only part of a system; Hydrants: all hydrants in a local system serving only one jurisdiction.

MINIMAL/NO IMPACT - Roads: cul-de-sacs, subdivision streets; Underground: individual water or sewer main not part of a large system; Hydrants: only some hydrants in a local system serving only one jurisdiction.